

CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO.

East Germany

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Railroad Construction Projects

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SUPPLEMENT TO
REPORT NO. 640454

THIS IS UNEVALUATED INFORMATION

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course of which is rather unfavorable because it has many level crossings. For this reason, it has been planned to connect the Karow and Wuhlheide railroad stations by a new double-track railroad line which would establish a direct connection. Construction work on the new line is scheduled to be started in early January 1955.⁵

2. The area between the bridge of the Oder River and the so-called Vorflut bridge (bridge over the flood area of the river) has been declared off-limits to all unauthorized persons. Ramps for the unloading of military vehicles are to be constructed in the area.⁶
9. Orders have been given to take railroad bridges over the Oder River in the area of RBD Berlin suitable for use by vehicular traffic and tanks.⁷
10. Plans have been made to reconstruct the Muldenstein and Brandenburg-West railroad power stations. They were to be ready for production by 31 December 1954. Construction work was delayed by a shortage of materials. The generators for the Muldenstein power station will not be installed before August 1955. The boilers required in Brandenburg have not yet been furnished. Since the last of the three boilers is scheduled to be installed as late as 15 December 1955, the Brandenburg power station will hardly be able to start production before 1 January 1956.⁷
11. The following projects were included in the 1955 railroad construction program drawn up by the GDR Ministry of Railroads:
 - a. Reconstruction of the Wriezen - Neuruednitz railroad line. Rails for 12.8 kilometers of trackage and ballast for the entire line section will be required. The line will be designed for a maximum speed of 50 kilometers p.h. and an axle pressure of 18 tons. The Neuruednitz railroad station will be made a border station. This will require the construction of a crossing point and of a passing siding, each 650 meters long. Sidings for customs inspections and loading operations in a total length of about 1,000 meters will also be built. The Alt-Reetz railroad station will be improved; a siding making possible the assembly of a train, a loading siding, and a ramp, will have to be built. The station building of Alt-Reetz is still unrepaired and must be reconstructed. The reconstruction of the Wriezen - Neubrandenburg railroad line involves the building of three minor railroad bridges.⁸
 - b. The military bridging equipment installed in the II b span of the Oder River bridge at Kuesstrin is to be replaced by a permanent construction. The total cost of this bridge is estimated at 1,200,000.- eastmarks, of which 712,000.- eastmarks will be spent in 1954, the remainder in 1955.⁹
 - c. The Mahlow Construction Project (construction of the southwestern connecting curve) which was originally to be executed in 1954 is scheduled to be carried out in 1955. The total costs for this project were estimated at 2,000,000 eastmarks. The construction of this new connecting curve, which will link the Berlin-Dresden railroad line and the Berlin Outer Freight Ring, has been planned in order to facilitate freight traffic from the south to the Seiditz marshaling station. For the time being, only one track will be built, but the embankment of the connecting curve will be built wide enough

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to allow double-track operations later. The tracks scheduled to be built in 1955 will be capable of an axle pressure of 20 tons; wooden ties resting on grade I ballast will be utilized.

- d. At the Hennigsdorf railroad station, the newly constructed connecting curve extending to the Berlin Outer Freight Ring will be linked to the two through-tracks. Between Hennigsdorf and Velten, the Jaegerberg block station will be reconstructed with a view to improving the line capacity. In view of the heavy traffic on the Hennigsdorf - Velten line section, it is planned to increase the line capacity to 100 pairs of trains within a 24-hour period.

1. Comment. This project is reported for the first time. 25X1
2. Comment. This project was not included in previous railroad construction programs. The single-track line which has connection to Gross-Strelitz was dismantled by the Soviets at the end of the war. The reconstruction of the line would establish an additional link between the Angermuende - Pasewalk - Stettin and the Berlin - Loewenberg - Neustrelitz - Stettin railroad lines. The Strasburg - Thufow line has a length of 40 kilometers. In view of the acute shortage of rails and ties in the GDR it is very doubtful whether the project will be executed according to schedule. 25X1
3. Comment. The spur track mentioned will be built to the Central KVP Ordnance Depot which has been established in a former industrial depot south of the Hennersdorf railroad stop. 25X1
4. Comment. This connecting curve will be built within the framework of the Nordwestring Berlin project (Birkenwerder - Brieselang - Muenstermark line section). 25X1
5. Comment. The double-tracking of the Hennigsdorf - Velten line section has become necessary because of heavy traffic of gainfully employed persons in this area. The postponement of this project has been reported for the first time. The construction of a second track on the Karow - Wuhlheid line section and the straightening of this line has been planned for a long time. 25X1
6. Comment. This information has been received for the first time. Measures to make railroad bridges usable for vehicles and tanks are ordinarily only taken in connection with military mobilization. This involves the piling up of boards and planks and the construction of temporary bridge approaches. 25X1
7. Comment. The reconstruction of this railroad power station was started in 1953. Progress of work has been delayed by a shortage of materials and equipment. 25X1
8. Comment. The reconstruction of the single-track Wriezen - Neu-ruednitz railroad line is connected with the reconstruction of the railroad bridge over the Oder River at Zaesckerick - Neu-ruednitz. 25X1
9. Comment. A total of 30 running meters of type R military bridging equipment had been installed on the Oder River bridge at Kuostrin. 25X1

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